

DOT-TRANSIT (5600) BUDGET

DEPT: DOT-Transit

UNIT NO. 5600
FUND: Enterprise - 0083**Budget Summary**

Category	2012 Budget	2012 Actual	2013 Budget	2014 Budget	2014/2013 Variance
Expenditures					
Personnel Costs	\$0	\$0	\$0	\$0	\$0
Operation Costs	\$164,244,208	\$151,422,456	\$158,520,001	\$154,205,814	(\$4,314,187)
Debt & Depreciation	\$1,789,000	\$2,357,235	\$2,424,376	\$2,424,376	\$0
Capital Outlay	\$277,500	\$803,151	\$487,500	\$460,000	(\$27,500)
Interdept. Charges	\$2,765,958	\$2,752,359	\$2,478,091	\$2,416,284	(\$61,807)
Total Expenditures	\$169,076,666	\$157,335,201	\$163,909,968	\$159,506,474	(\$4,403,494)
Revenues					
Direct Revenue	\$55,896,762	\$50,560,106	\$50,131,508	\$49,865,902	(\$265,606)
Intergov Revenue	\$94,078,246	\$91,738,560	\$94,899,600	\$91,121,855	(\$3,777,745)
Indirect Revenue	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$149,975,008	\$142,298,666	\$145,031,108	\$140,987,757	(\$4,043,351)
Tax Levy	\$19,101,658	\$15,036,535	\$18,878,860	\$18,518,717	(\$360,143)
Personnel					
Full-Time Pos. (FTE)	0	0	0	0	0
Seas/Hourly/Pool Pos.	0	0	0	0	0
Overtime \$	\$0	\$0	\$0	\$0	\$0

Department Mission: The Milwaukee County Transit/ Paratransit System (MCTS) exists to provide reliable, convenient and safe public transportation services that efficiently and effectively meet the varied travel needs of the community and contribute to its quality of life.

Department Description: The Milwaukee County Department of Transportation (McDOT) provides public transit services through a contract with another agency. Direct management and operation of the transit system, including paratransit services, is provided by an outside entity under contract to the County. On April 29, 2013 McDOT issued a competitive Request for Proposal (RFP) for interested vendors to provide comprehensive transit management services necessary for the efficient daily operation of the fixed route bus and ADA paratransit system under the policy direction of Milwaukee County beginning January 1, 2014. In responding to the RFP, prospective transit management service providers were to provide implementable recommendations toward provision of sustainable and efficient mass transit and paratransit services for Milwaukee County. The entity that manages the operation of the transit system uses transit facilities and equipment owned and provided by Milwaukee County for fixed route services and its own vehicles for paratransit services.

The Director's Office of the McDOT provides County oversight as well as conducts various transit related studies and prepares and administers Federal and State transit grants. Division personnel also facilitate the acquisition of capital equipment, and provide design and construction services for capital facilities.

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Milwaukee Transport Services, Inc. (MTS) continues to manage and operate the Milwaukee County Transit System (MCTS) under an extension of their contract through the end of 2014. This policy will ensure a higher level of continuity and allow for a more coordinated transition. This will also facilitate the completion of high profile projects such as the installation and transition to new fare boxes and payment systems though out the system in 2014.

The Milwaukee County Comptroller shall form a Workgroup to identify and report on the advantages and challenges of in-sourcing versus outsourcing transit management and operations. The report of the Workgroup shall be submitted for review during the March 2014 committee cycle to the Committees on Transportation, Public Works and Transit and Finance, Personnel and Audit. The report shall examine employee ramifications, unfunded liabilities, taxpayer impacts and other issues identified by the Workgroup. The Workgroup shall be chaired by the Comptroller or designee and shall consist of members that the Comptroller chooses, but shall include at a minimum the following individuals or designees:

1. SEWRPC representative
2. MC-DOT Director
3. DAS-Office for Persons with Disabilities Director
4. Transit Services Advisory Committee representative
5. County Board Chairperson designee

Unless the County Board approves a contract for outside management and operation of the transit system by April 1, 2014, the policy of Milwaukee County is to bring management and operation of transit in-house. The Milwaukee County Department of Transportation - Director's Office shall work with other departments as necessary to develop a transition plan which transfers the management and operation of all existing services of the Milwaukee County Transit System to an internal County department or division. The plan shall provide an effective transition that is coordinated with the expiration of the MTS contract without any major interruption in service delivery. Aspects of the model that Milwaukee County uses to manage and operate General Mitchell International Airport (GMIA) may be used to help operate the Transit System.

In effect, the current contract between Milwaukee County and MTS, Inc. is for the management services provided by two individuals. The expense incurred by the system (including operating expenses, capital equipment, wages and benefit liabilities) are funded by governmental taxing authorities and riders. Yet the services provided through the management contract, including entering into emergency contracts, are removed from normal County oversight. In addition, transit services rely on a separate series of internal and external overhead costs such as procurement, risk management, legal, accounting, budget, payroll, accounts payable, treasury, human resources, pension, health, information technology, facilities management and labor relations. Milwaukee County already owns the buses, facilities and other assets of MCTS. Milwaukee County also already effectively serves as the backstop for the MCTS pension system. The direct provision of management and operation of the transit system by an internal department or division will help clear up questions that have arisen related to the chain of command and responsibilities.

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Strategic Program Area 1: Paratransit

Strategic Outcome: Quality of Life

What We Do: Activity Data			
Activity	2012 Actual	2013 Budget	2014 Budget
Van Trips per Hour	1.97	2.00	1.98
Ridership	572,146	679,429	569,400
Cost Per Ride	\$27.63	\$27.77	\$29.19

How We Do It: Program Budget Summary					
Category	2012 Budget	2012 Actual	2013 Budget	2014 Budget	2014/2013 Var
Expenditures	\$26,502,036	\$15,874,061	\$18,958,132	\$16,338,384	(\$2,619,748)
Revenues	\$24,464,045	\$18,796,037	\$17,618,932	\$14,132,802	(\$3,486,130)
Tax Levy	\$2,037,991	(\$2,921,976)	\$1,339,200	\$2,205,582	\$866,382
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2012 Actual	2013 Budget	2014 Budget
Cost per Trip by Mode	N/A	N/A	N/A*

*The department will begin collecting performance data in 2014 and will record it in future budgets.

Strategic Implementation:

Paratransit operations include the provision of demand responsive transportation and orientation to transportation services. These services provide a complement to the fixed-route services of MCTS and are available to those who are Americans with Disabilities Act (ADA) Paratransit eligible. Paratransit will continue to maintain Milwaukee County border-to-border service. The paratransit cash fare is reduced by \$.50 from \$4.00 to \$3.50 per one-way trip. The trip subsidy paid by Managed Care Organizations (MCO) remains at \$12.55; the actual cost per ride is \$28.80 for van service and \$17.25 for taxi service. Overall tax levy in this area is increased \$866,382 and can be attributed to a decrease in costs of \$2,619,748 from \$18,958,132 to \$16,338,384 and a reduction in program revenue of \$3,486,130 from \$17,618,932 to \$14,132,802. The decrease in expenditures and revenues is the result of the \$0.50 reduction in paratransit cash fare and fewer trips budgeted in 2014 compared to 2013. Estimated trips decrease 110,329 from 679,729 trips to 569,400 trips primarily due to human services agencies utilizing alternate transportation services. In addition, funds provided by the State for operation of paratransit services are reduced by \$2,285,700 from \$10,802,600 to \$8,516,900.

In 2014, Transit will continue to coordinate with the Office for Persons with Disabilities and other County agencies to continue to provide free rides on the fixed route system for eligible persons with disabilities through the Federal New Freedom Initiative, with the goal of continuing to expand mobility and reducing the need for paratransit service.

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Strategic Program Area 2: Fixed Route

Strategic Outcome: Quality of Life

What We Do: Activity			
Activity	2012 Actual	2013 Budget	2014 Budget
Buses in Fleet	415	415	391
Buses Operated in Peak Service	333	333	341
Annual Bus Miles	17,369,736	17,257,347	17,277,703
Annual Bus Hours	1,331,217	1,309,315	1,324,206
Revenue Passengers	37,372,333	37,500,000	38,550,000
Cost per Mile	\$7.69	\$7.91	\$7.81
Cost per Revenue Passenger	\$3.57	\$3.64	\$3.50
Revenue per Revenue Passenger	\$1.10	\$1.11	\$1.10

How We Do It: Program Budget Summary					
Category	2012 Budget	2012 Actual	2013 Budget	2014 Budget	2014/2013 Var
Expenditures	\$142,574,630	\$141,461,140	\$144,951,836	\$143,168,090	(\$1,783,746)
Revenues	\$125,510,963	\$123,502,629	\$127,412,176	\$126,854,955	(\$557,221)
Tax Levy	\$17,063,667	\$17,958,511	\$17,539,660	\$16,313,135	(\$1,226,525)
FTE Positions	0	0	0	0	0

How Well We Do It: Performance Measures			
Performance Measure	2012 Actual	2013 Budget	2014 Budget
Fare box Recovery Ratio	30.76%	30.50%	31.41%
Passengers per Bus Hour Operated	N/A	N/A	N/A*
Cost per Bus Hour Operated	N/A	N/A	N/A*

*The department will begin tracking performance measure data in 2014 and will report it in future budgets.

Strategic Implementation:

The Fixed-Route service area maintains current service levels with service increasing by 20,356 miles (0.1%) and 14,891 hours (1.1%). This service also continues the Metro Express service on the Green, Red, and Blue lines. In 2014, fixed routes are fully funded. Overall tax levy in this service is decreased by \$1,226,525. Operations costs decrease \$2,752,143 from \$94,627,600 to \$91,875,457. Passenger revenues (passenger abatement) increase \$785,000 from \$41,625,000 to \$42,410,000. In addition, passenger revenue is expected to increase due to the mitigation of fraud and fare evasion as a result of the phased implementation of the electronic fare collection system. Congestion Mitigation and Air Quality (CMAQ) funds in the amount of \$5.2 million are available to cover the costs of the Metro Express routes through the middle of 2014. A new CMAQ grant application has been submitted to the State of Wisconsin requesting a third and final year of funding to support the Red, Green, and Blue Express routes. This revenue is not budgeted in 2014. Fixed route fares remain at the 2013 budgeted level; however, additional fare options will be available after installation of the new electronic fare collection system (see table on page 5).

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Implementation of the new electronic fare collection system has involved extensive planning, marketing, and community outreach. MCTS is planning a phased approach to introducing new fare products. Upon installation, new fare boxes will immediately accept cash. For a limited time, smart cards will be distributed free to the public. After the initial distribution is complete, a fee of \$2.00 will be charged for each smart card. Paper fare products (tickets, transfers and passes) will continue to be used for a period of time while MCTS introduces value deduction as fare payment and various periods passes on smart cards. Smart Card fare products will be available for purchase at many retail outlets and on-line. Period passes become activated upon first use, and remain valid for the duration of the period (7-day pass valid for 7 consecutive days). This differs from the current calendar based pass that is valid for a specific week or month. The goal is to have smart card pass options introduced by the end of the first quarter 2014. Other special fares, such as U-Pass and school pass, will be introduced later in 2014 to coincide with the start of a new school year.

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PROPOSED FARE NAME	CURRENT FARE	PROPOSED FARE	COMMENT
Cash Fares			
Adult	\$2.25	\$2.25	No change from current fare
Premium	\$3.25	\$3.25	No change from current fare
Concession (Half-Fare)	\$1.10	\$1.10	No change from current fare
Advance Purchase Fares			
Adult Tickets	10/\$17.50	\$1.75	Value deduction smart card replaces paper tickets
Premium Tickets	10/\$23.50	\$2.35	Value deduction smart card replaces paper tickets
Concession (Half-Fare) Tickets	10/\$11.00	\$1.10	Value deduction smart card replaces paper tickets
Pass Fares			
1-Day Adult Pass	New Product	\$4.00	Purchased in advance at ready fare outlet
1-Day Adult Pass	New Product	\$5.00	Loaded on existing smartcard at fare box
1-Day Premium Pass	New Product	\$6.00	Purchased in advance at ready fare outlet or loaded
1-Day Concession Pass	New Product	\$2.00	Purchased in advance at ready fare outlet
1-Day Concession Pass	New Product	\$3.00	Loaded on existing smartcard at fare box
3-Day Adult Pass	New Product	\$12.00	Purchased at ready fare outlet
3-Day Premium Pass	New Product	\$18.00	Purchased at ready fare outlet
3-Day Concession Pass	New Product	\$6.00	Purchased at ready fare outlet
3-Day Concession Premium Pass	New Product	\$9.00	Purchased at ready fare outlet
7-Day Adult Pass	\$17.50	\$17.50	Replaces paper calendar based pass. Purchased at ready fare outlet or on-line
7-Day Premium Pass	New Product	\$24.00	Purchased at ready fare outlet or on-line
7-Day Concession Pass	New Product	\$11.00	Purchased at ready fare outlet or on-line
31-Day Adult Pass	\$64.00	\$64.00	Replaces paper calendar based pass. Purchased at
31-Day Premium Pass	New Product	\$85.00	Purchased at ready fare outlet or on-line
31-Day Concession Pass	New Product	\$32.00	Purchased at ready fare outlet or on-line
Other Special Fares			
Student Pass	\$16.50	\$16.50	Valid weekdays, available to schools only
U-PASS	\$45.00	\$45.00	Per semester
Commuter Value Pass	\$201.00	\$201.00	Per quarter
New Freedom Pass	Free	Free	Free to eligible paratransit clients
Transfer	Free	Free	When paying cash, transfer encoded on passenger's smartcard
Paratransit Fare	\$4.00	\$3.50	Per one way trip